

SF-SJ SECTION PHASED IMPLEMENTATION APPROACH

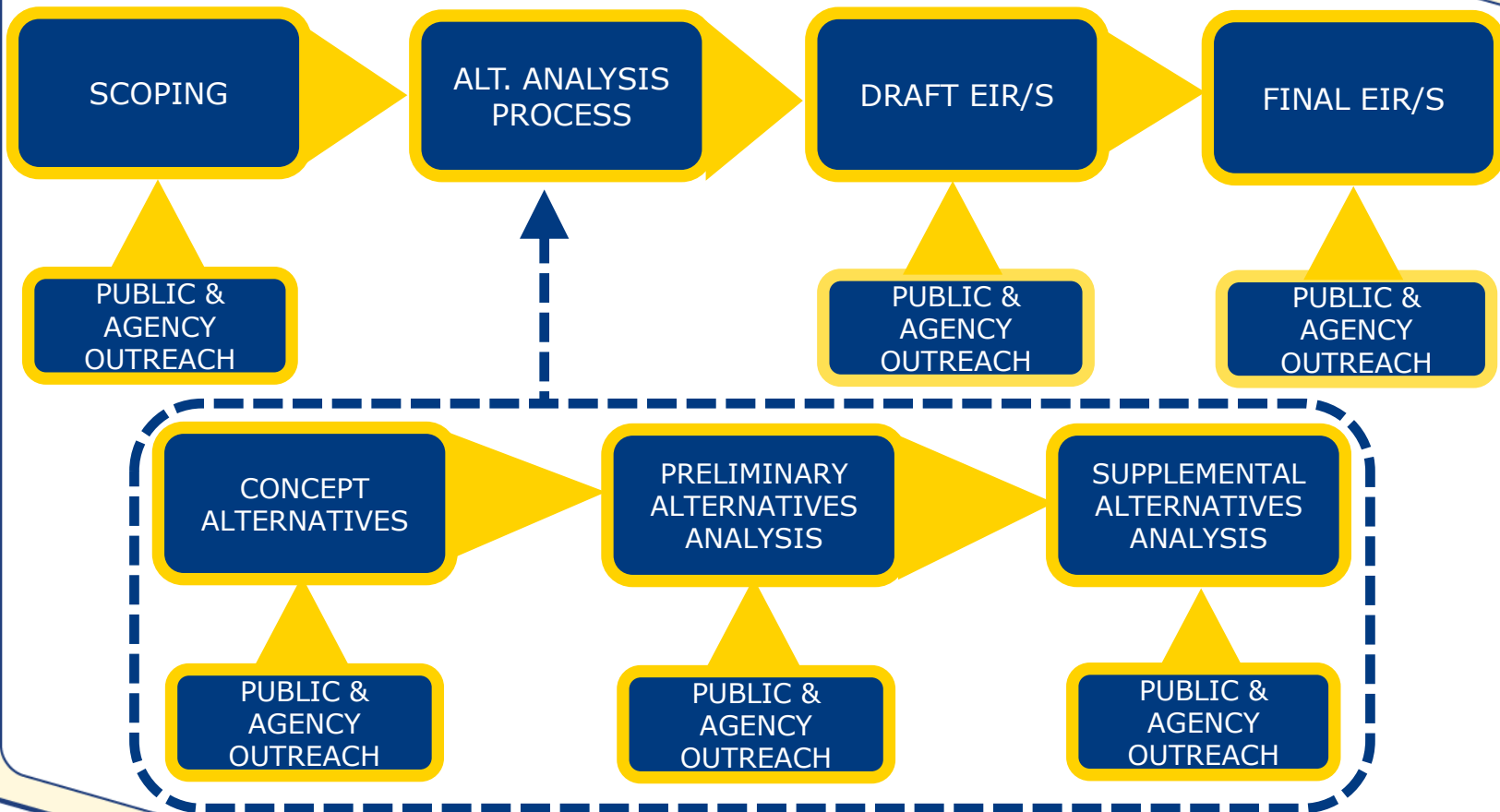
presented to the
California High Speed Rail
Authority Board

by
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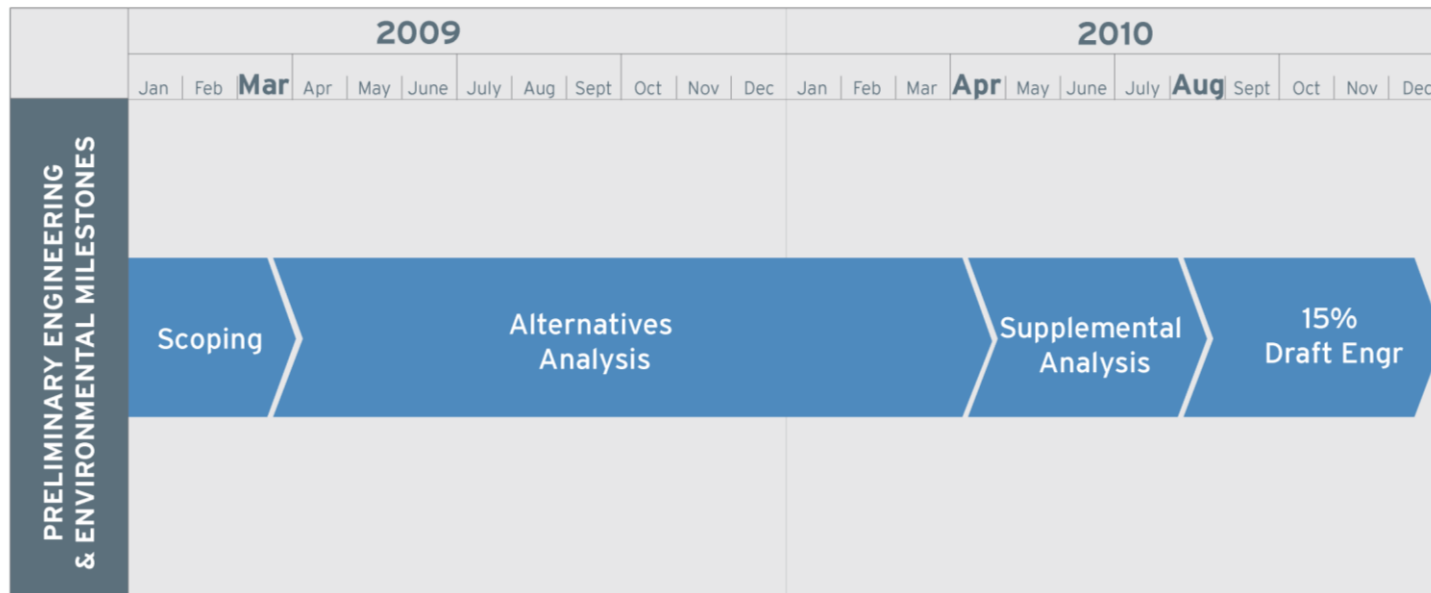


ENVIRONMENTAL REVIEW PROCESS



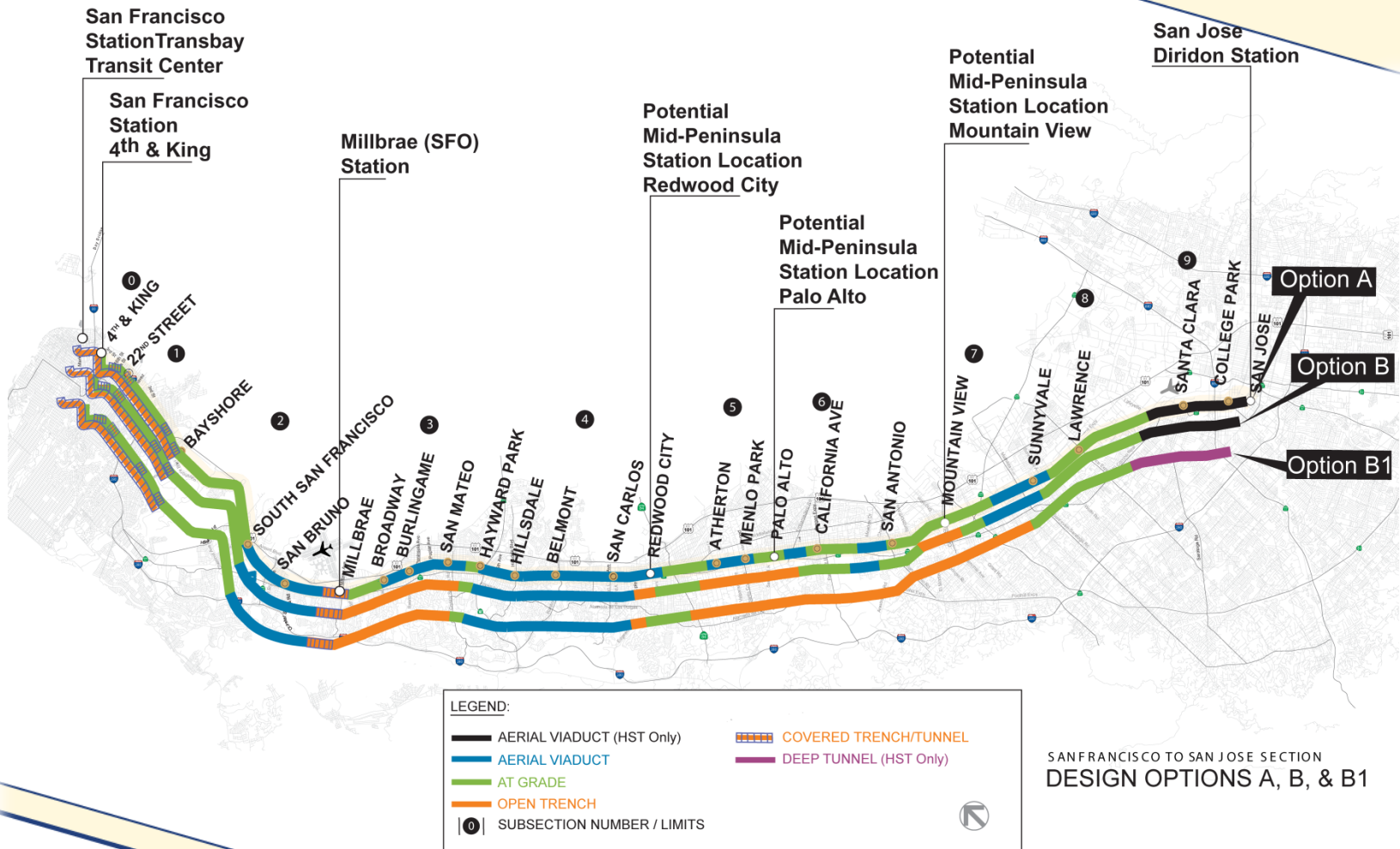
PREVIOUS PROGRESS

CALIFORNIA HIGH-SPEED TRAIN PROJECT SCHEDULE, SAN FRANCISCO - SAN JOSE SECTION



- **Scoping** – March 2009
- **Preliminary Alternatives Analysis** – April 2010
- **Supplemental Alternative Analysis** – August 2010.

ALIGNMENT DESIGN OPTIONS – A, B, B1



PHASED IMPLEMENTATION BACKGROUND

- In December 2010, the Central Valley was designated to receive the federal funds for construction as the backbone for the system.
- This designation allows the San Francisco to San Jose section additional time to study many of the complex issues related to developing high speed train service along a shared corridor.
- In February, Authority announces “Phased Implementation” to be studied in San Francisco to San Jose section and Los Angeles to Anaheim section.

PHASED IMPLEMENTATION APPROACH

The approach is aligned with expressed stakeholder interests:

- Evaluation of phased service implementation
- Integration of HST and Caltrain services
- Coordination of HST and Caltrain ridership and capacity needs into project planning
- Consideration of community specific plans and development projects

PHASED IMPLEMENTATION- STAKEHOLDER COLLABORATION

- The Authority is committed to working with stakeholders on identifying funding for:
- Transbay Transit Center – Authority is committed to working with the TJPA and San Francisco to identify funding to construct this critical link.
- Below-grade options – In sections of the alignment where a below-grade solution is viable, but not environmentally required, the Authority and cities will need to explore alternate means of funding the cost.
- Grade separation projects

PHASED IMPLEMENTATION APPROACH

Phased Implementation

- Incremental implementation of HST service along corridor
- Opportunity for continued collaboration with local and regional agencies, and the communities
- A multiple phase development process that starts with an initial operating phase and expands into the full build out of the system envisioned in Prop 1A.

Immediate Goal

- Develop an Initial Operating Phase with Caltrain that shares the existing corridor and “blends services” to provide initial HST service between SF and SJ in the most effective manner and as soon as possible to coincide with the initiation of HST service to San Jose via the Central Valley.

INITIAL OPERATING PHASE (IOP)

San Francisco to San Jose IOP

- Minimum infrastructure required to support an initial level of High-Speed Train service
- Must be expandable into the full build-out of the system
- Assumes sharing existing Caltrain tracks/ROW
- Must support planned Caltrain level of service during phased implementation
- Must consider the freight rail requirements on the Peninsula
- Does not necessarily lead to grade separation advantages

LEGAL REQUIREMENTS

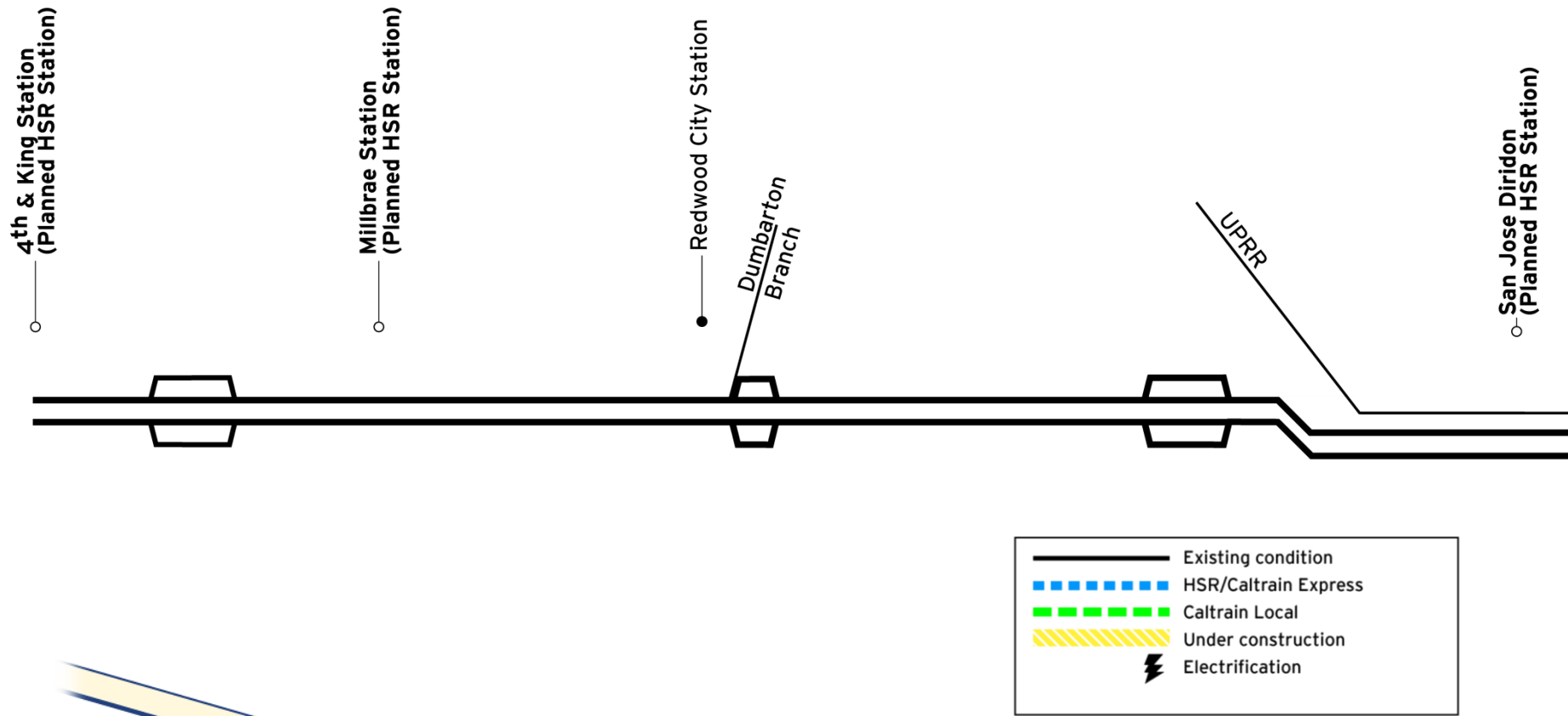
- The Authority to comply with the following laws:
 - ✓ Voter-approved Proposition 1A
 - ✓ California Environmental Quality Act (CEQA)
 - ✓ National Environmental Policy Act (NEPA)
- The Authority must consider the full build-out of the system in the year 2035.



SF-SJ HIGH-SPEED RAIL DEVELOPMENT

San Francisco to San Jose High Speed Rail Existing Conditions

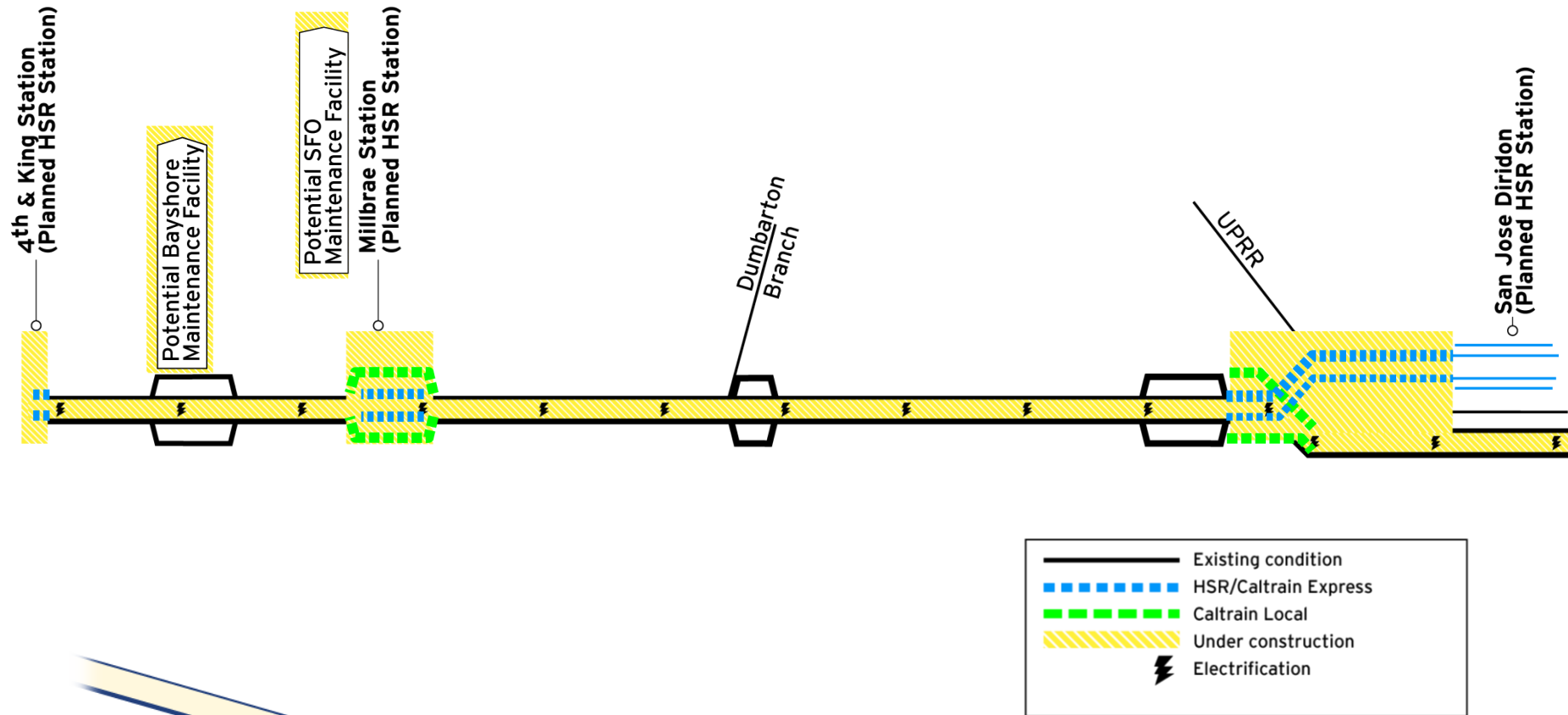
Phase 0



SF-SJ HIGH-SPEED RAIL DEVELOPMENT

San Francisco to San Jose High Speed Rail Initial Operating Project

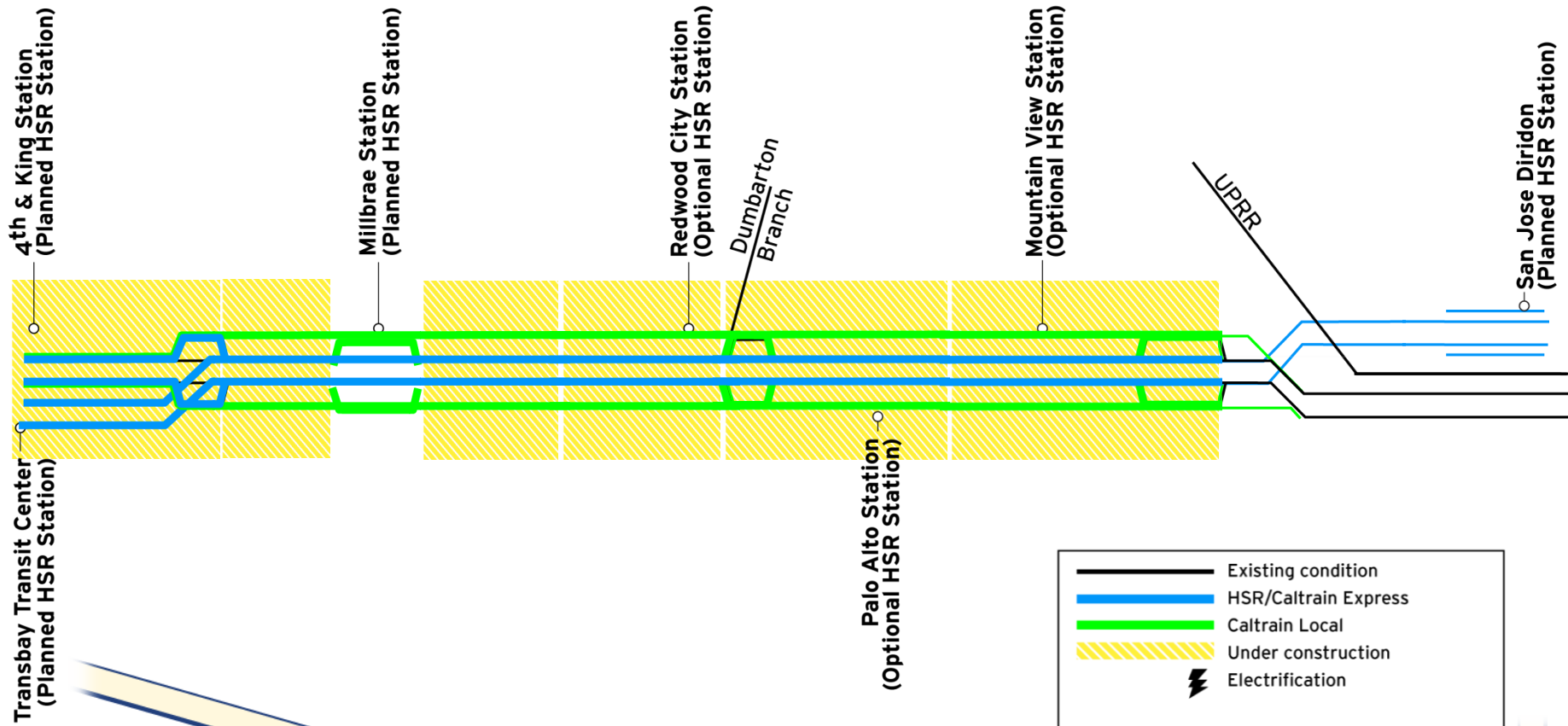
Phase 1



SF-SJ HIGH-SPEED RAIL DEVELOPMENT

San Francisco to San Jose High Speed Rail Full Build Out

Future Phases



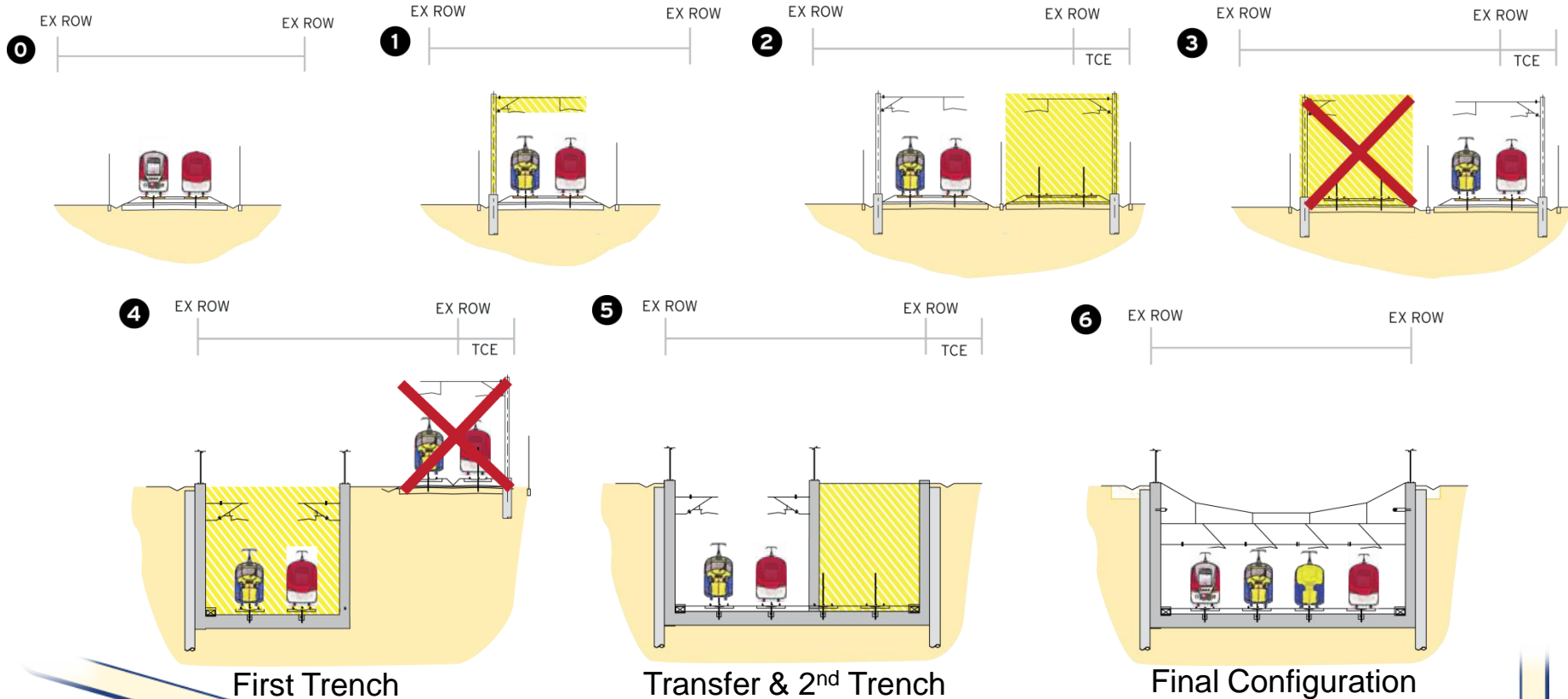
CONSTRUCTION STAGING EXAMPLE: Trench With Early Electrification

Caltrain today

Electrified

Electrified Shoofly

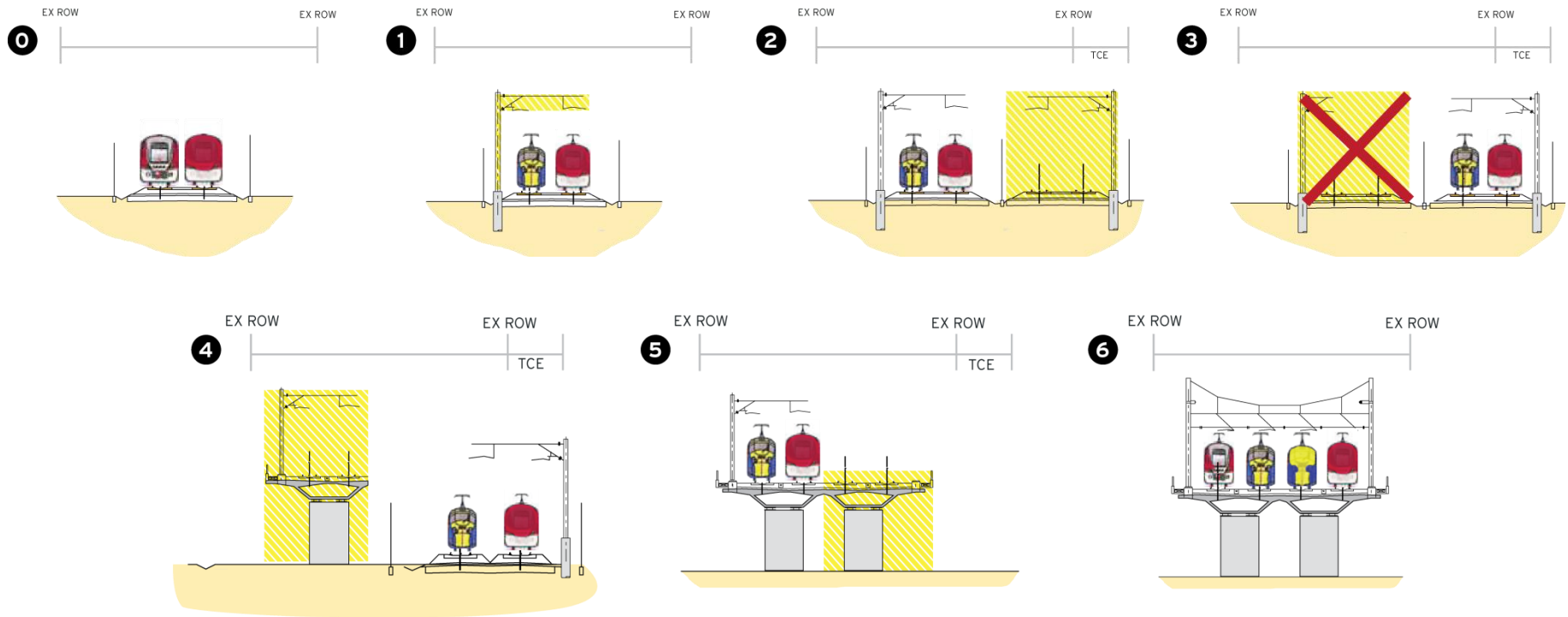
Remove tracks



PARTIALLY COVERED TRENCH



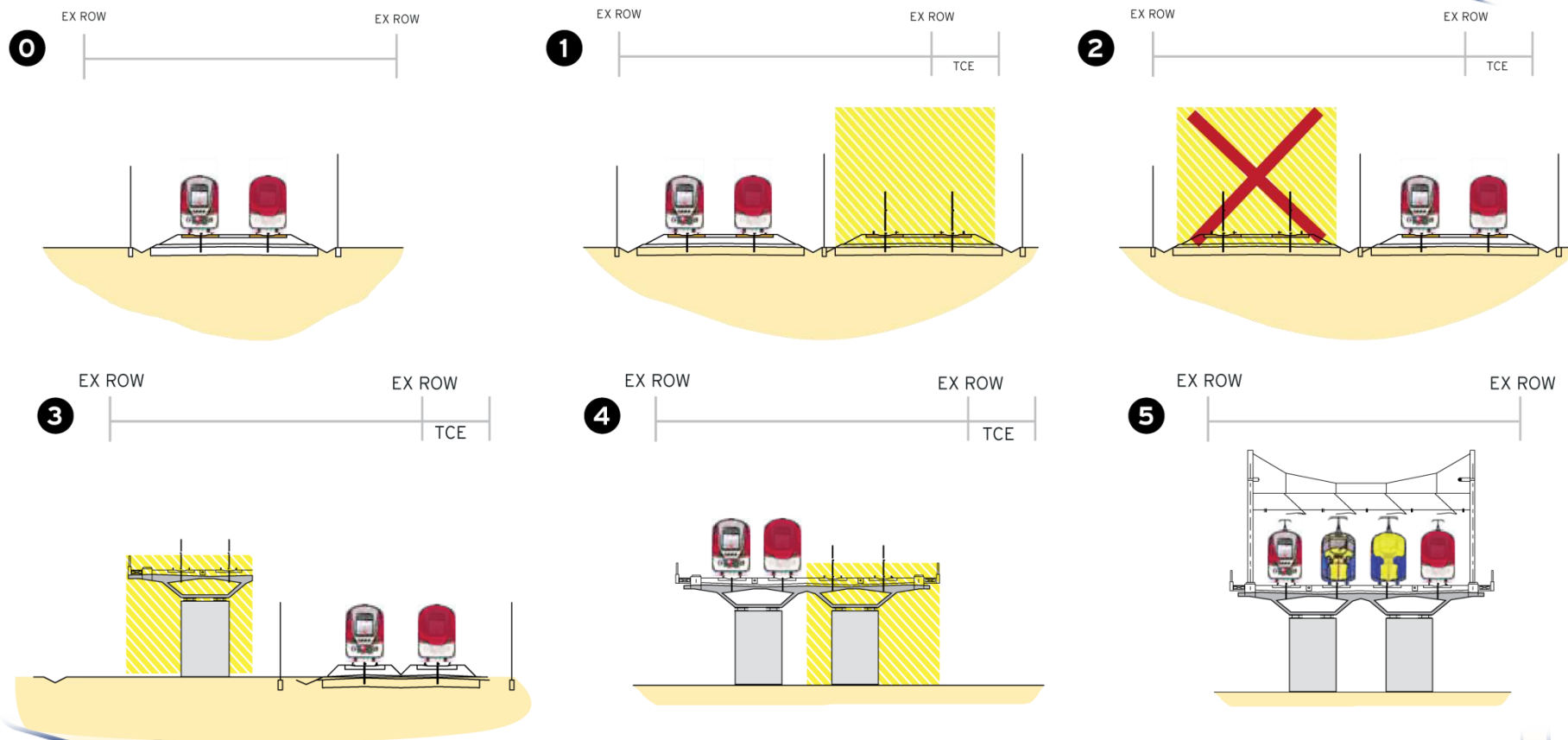
CONSTRUCTION STAGING EXAMPLE: Aerial With Early Electrification



TYPICAL AERIAL



CONSTRUCTION STAGING EXAMPLE: Traditional Sequencing



SAN BRUNO GRADE SEPARATION

Construction Sequencing



NEXT STEPS: Coordination With Caltrain

- Key items
 - Coordination of Service Planning
 - Operations and Maintenance
 - Systems
 - Grade Crossings
 - Infrastructure Needs

Need to protect our respective interests



NEXT STEPS: Engineering

Partially Covered Trenches

- New design option (B2) will investigate partial covered trench [800' max sections] in city centers on the corridor; will work with cities to determine locations.
- Designed for lightweight uses such as passenger malls or parking.

NEXT STEPS: Environmental Process

- The Draft EIR/EIS will be published with a full environmental analysis of Design Options A, B, B1, B2 and the IOP - All four options have the IOP associated with them so that the reader can get a picture of how the corridor develops over time from an initial to ultimate system.
- The environmental process enables the Authority and FRA to select an ultimate build alternative following completion of the EIR/EIS process and the flexibility to identify options within that alternative.

SF-SJ DEIR/EIS TIMELINE

CALIFORNIA HIGH-SPEED TRAIN PROJECT SCHEDULE, SAN FRANCISCO - SAN JOSE SECTION

